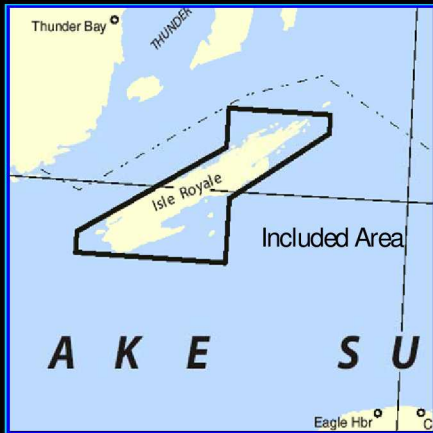


# BookletChart<sup>TM</sup>

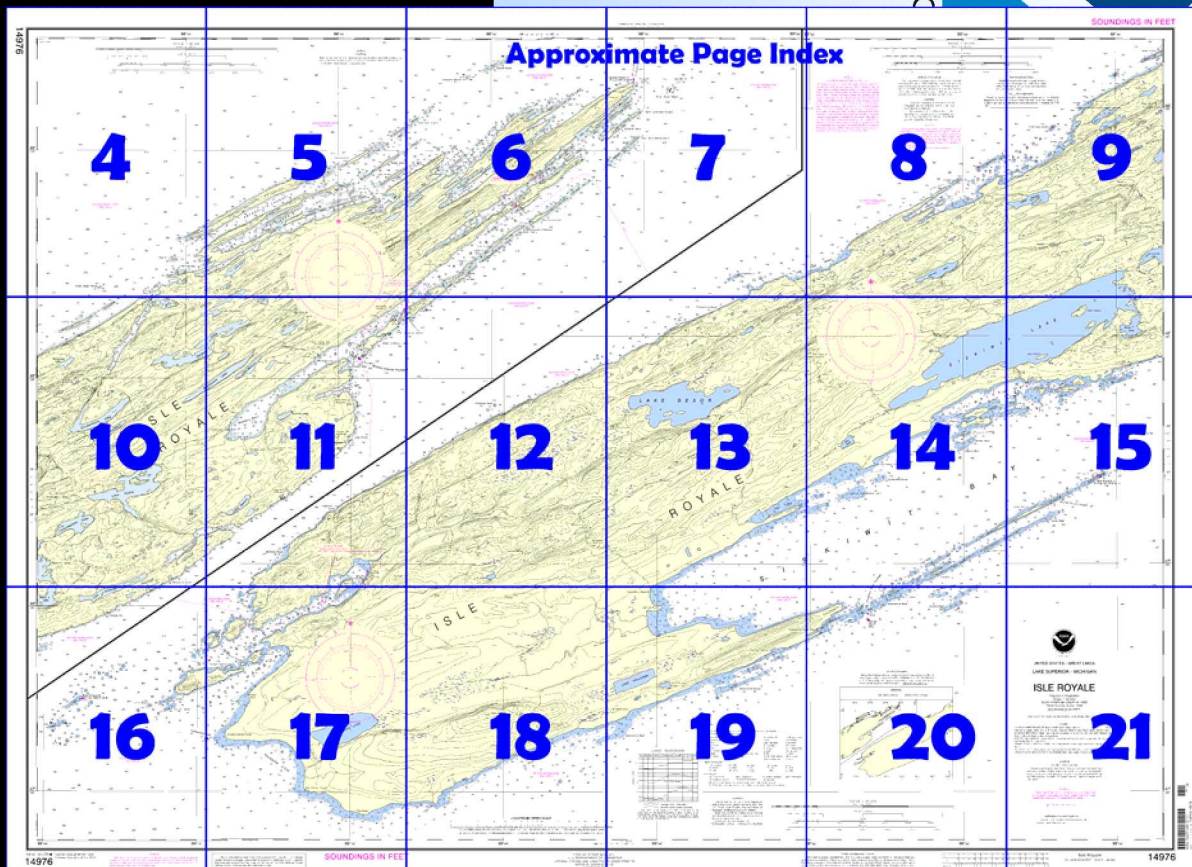
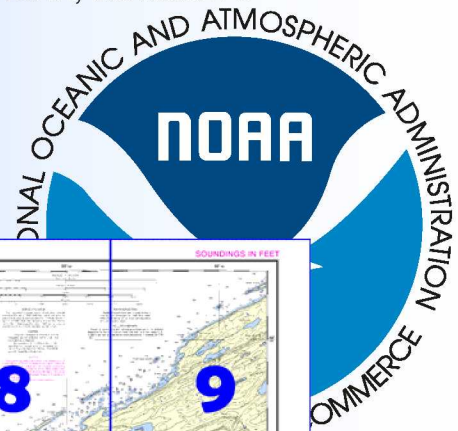
## Isle Royale

(NOAA Chart 14976)

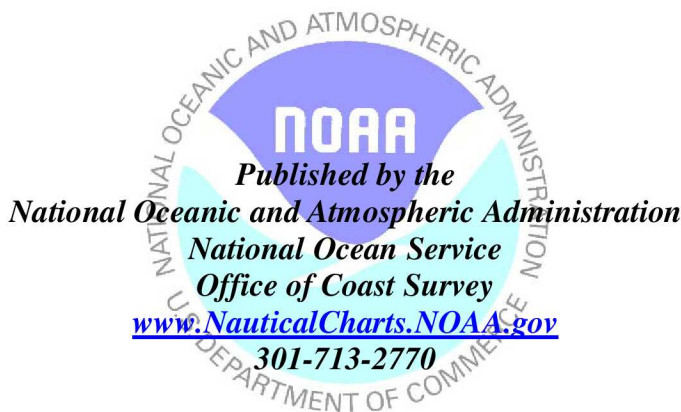


A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

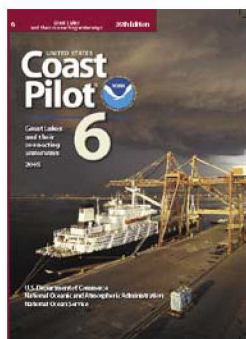
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



### [Coast Pilot 6, Chapter 13 excerpts]

(435) **Isle Royale** is 44 miles long NE and SW and has a maximum width near its SW end of 8.5 miles. **Mount Desor**, 794 feet above the lake and the highest point on the island, is 12.5 miles from the SW end. The shores of the island have numerous indentations and detached islets and reefs, almost all with a NE and SW trend. Good lees can be found in many bays and channels.

(437) **Isle Royale** and its surrounding islands form **Isle Royale National Park** established

in 1940 under the jurisdiction of the National Park Service, U.S. Department of the Interior. The park is retained as much as possible in its natural state. There are no roads, only trails for hikers.

(440) **Rock of Ages Light** (47°52.0'N., 89°18.8'W.), 130 feet above the water, is shown from a white conical tower on a small islet 3.8 miles W

of **Cumberland Point**, the southwesternmost point of Isle Royale. A fog signal is at the light.

(442) **Grace Harbor** and **Washington Harbor**, at the SW end of Isle Royale, have good holding ground and provide protection from all winds except SW winds in Grace Harbor. Grace Harbor is enclosed on the S by **Cumberland Point** and on the N by a line of islands, of which **Washington Island** is the largest and **Grace Island** the easternmost. The islands separate Grace Harbor from the outer part of Washington Harbor. A rock, covered 2 feet and marked by a buoy, is on the outer edge of the shoals off Cumberland Point. Several shoals and small islands extend W from Washington Island. The outermost are a 2-foot spot 0.7 mile SW and an 18-foot spot 1.1 miles WSW. A narrow 20-foot channel marked by buoys leads between the E end of Washington Island and **Booth Island** N to Washington Harbor. The N side of the outer part of Washington Harbor is enclosed by **Johns Island** and **Thompson Island**. Shoal spots of 3 to 11 feet extend 0.5 mile SW from Johns Island, the westernmost, and a detached 13-foot shoal is 0.2 mile SE of the island. The entrance to Washington Harbor is 0.3 mile wide between Washington Island and the shoals SW of Johns Island. A narrow deep channel leads between Thompson Island and Isle Royale into the harbor. A private daybeacon marks the NE side of Thompson Island, and a private buoy marks a sunken wreck on the E side of the channel. A small islet and a 3-foot shoal are 0.2 mile N of Grace Island.

(446) **McGinty Cove** is a small indentation 1 mile NE of the NW corner of the island. From the cove NE for about 19 miles to Todd Harbor, the shore is bold, clear, and deep-to except for several small detached shoals. **Finlander Reef**, comprising 6-foot and 7-foot spots, is 0.25 mile from shore 6.3 miles NE of McGinty Cove. A 3-foot spot is close to shore 5.3 miles NE of Finlander Reef. **Gull Rocks**, marked by a private marker, are 0.5 mile from shore about 6 miles SW of Todd Harbor. A 3-foot and a 14-foot spot are close inshore adjacent to Gull Rocks.

(449) **McCargoe Cove** A rocky ledge extends NE from the W side of the entrance and is marked at the outer end by a private buoy. The cove is entered between this and another private buoy close CNW. Coming around the ledge, vessels must turn through 090° on a radius of about 200 feet to keep in depths of 18 feet or more. The channel into the cove has a least depth of 15 feet; inside depths are 30 to 40 feet. Small docks are on **Birch Island** on the E side of the cove entrance and near the head of the cove.

(450) The NE end of Isle Royale, quite rugged and broken, consists of many peninsulas, islands, and ridges separated by narrow channels and bays of deep water, all with a NE trend. The area is obstructed by numerous shoals and reefs which render navigation dangerous.

**Amygdaloid Island**, **Canoe Rocks**, and the line of islands and reefs between them form the N limit of this area from McCargoe Cove NE for 10 miles. Amygdaloid Ranger Station is on the SW end of Amygdaloid Island. **Amygdaloid Channel** parallels the S side of Amygdaloid Island and is separated from **Robinson Bay** by a narrow peninsula, **Belle Isle**, **Green Island**, and a series of small islands and reefs. A small-craft dock is on the S side near the E end of Belle Isle. **Hill Point**, the SE entrance point to Robinson Bay, separates it from **Five Finger Bay**. A peninsula that terminates in **Locke Point** separates the S side of Five Finger Bay from Duncan Bay. A reef that extends 0.3 mile NE from Locke Point is marked at the outer end by a buoy.

(451) **Duncan Bay**, entered at the NE end of Isle Royale between Locke Point and Blake Point, extends about 4.5 miles SW. A point about 1 mile above the entrance divides the bay. The main body of the bay leads S of the point, through a narrow passage to a large bay. A rock awash is in midchannel of the narrowest part of the passage S of the point. The channel, S of the rock, has depths less than 12 feet. A 17-foot shoal is near midchannel S of the point that divides the bay. A small dock is on the S side of the narrow passage.

(463) **Chippewa Harbor**. The harbor is divided into deepwater areas by two narrows. Depths are about 14 feet through the first narrows and about 10 feet through the second. A dock is on the N side of the harbor just inside the first narrows.

# Table of Selected Chart Notes

## Pump-out facilities

Corrected through NM Nov. 6/04  
Corrected through LNM Oct. 26/04

**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 6 for important supplemental information.

**RADAR REFLECTORS**  
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.  
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

**CAUTION**  
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.  
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.  
Station positions are shown thus:  
⊙ (Accurate location)    ⊙ (Approximate location)

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

**NOTE A**  
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.  
Refer to charted regulation section numbers.

**WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**HORIZONTAL DATUM**  
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

**NOTE Z**  
**NO-DISCHARGE ZONE, 40 CFR 140**  
Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/vessel\\_sewage/vsdnozone.html](http://www.epa.gov/owow/oceans/vessel_sewage/vsdnozone.html).

**SOURCE DIAGRAM**  
Most of the hydrography identified by the letter "I" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**CAUTION**  
**POTABLE WATER INTAKE**  
Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

**CAUTION**  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

**SAILING DIRECTIONS.** Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

**SYMBOLS AND ABBREVIATIONS.** For complete list of symbols and abbreviations see Chart No. 1

**AUTHORITIES.** Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey and U.S. Coast Guard.

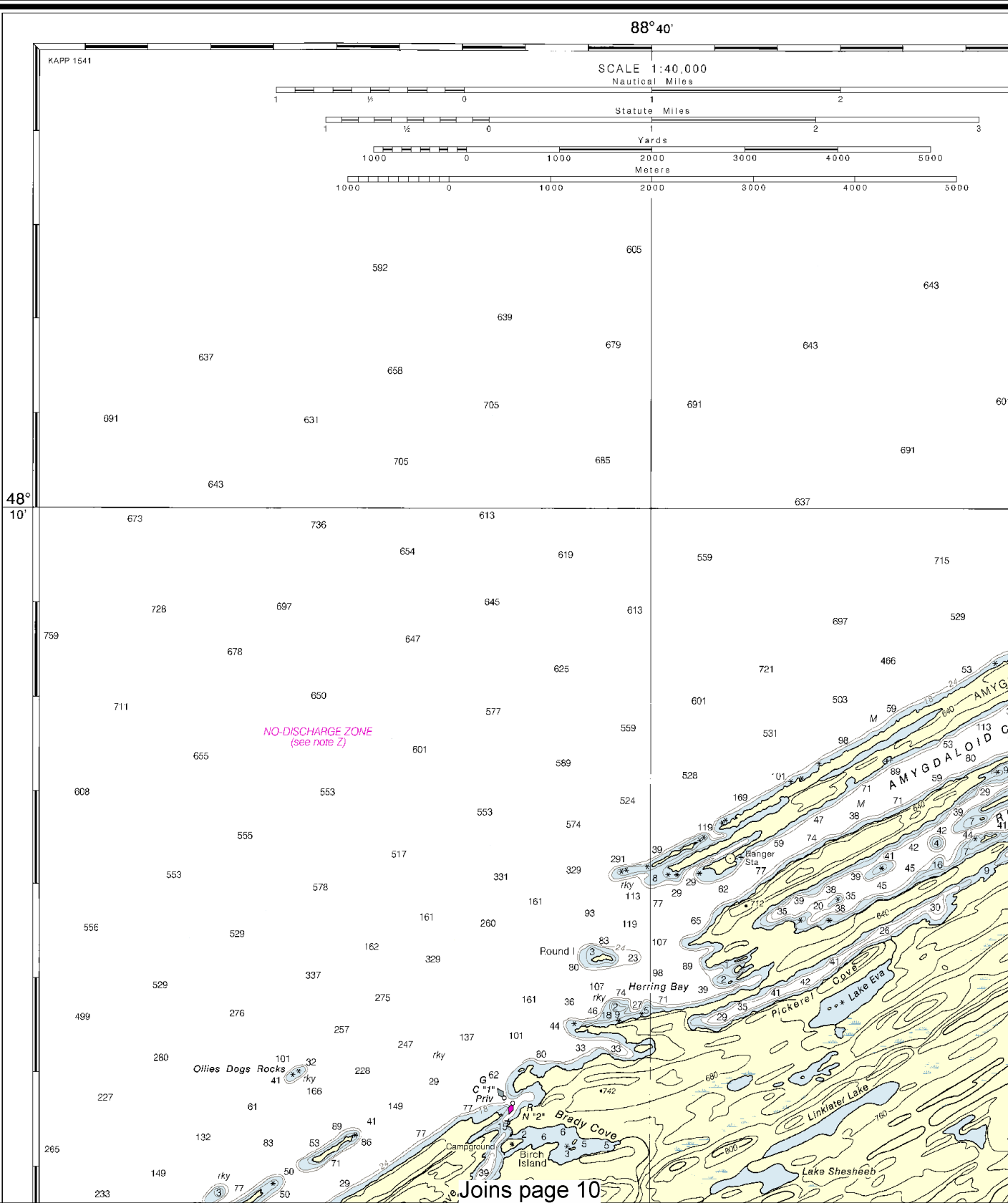
**PLANE OF REFERENCE OF THIS CHART** (Low Water Datum).....601.1ft.  
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

**AIDS TO NAVIGATION.** Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**ABBREVIATIONS** (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Aids to Navigation (lights are white unless otherwise indicated):  
AERO aeronautical      G green      Mo morse code      R TR radio tower  
Al alternating      IQ interrupted quick      N nun      Rot rotating  
B black      Iso isophase      OBSC obscured      s seconds  
Bn beacon      LT HO lighthouse      Oc occulting      SEC sector  
C can      M nautical mile      Or orange      St M statute miles  
DIA diaphone      m minutes      Q quick      VQ very quick  
F fixed      MICRO TR microwave tower      R red      W white  
Fl flashing      Mir marker      Ra Ref radar reflector      WHIS whistle  
R Bn radiobeacon      Y yellow  
  
Bottom characteristics:  
Blds boulders      Co coral      gy gray      Oys oysters      so soft  
bk broken      G gravel      h hard      Rk rock      Sh shells  
Cy clay      Grs grass      M mud      S sand      sy sticky  
  
Miscellaneous:  
AUTH authorized      Obstrn obstruction      PD position doubtful      Subm submerged  
ED existence doubtful      PA position approximate      Rep reported  
(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

**PRINT-ON-DEMAND CHARTS**  
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

14976



4



Printed at reduced scale.

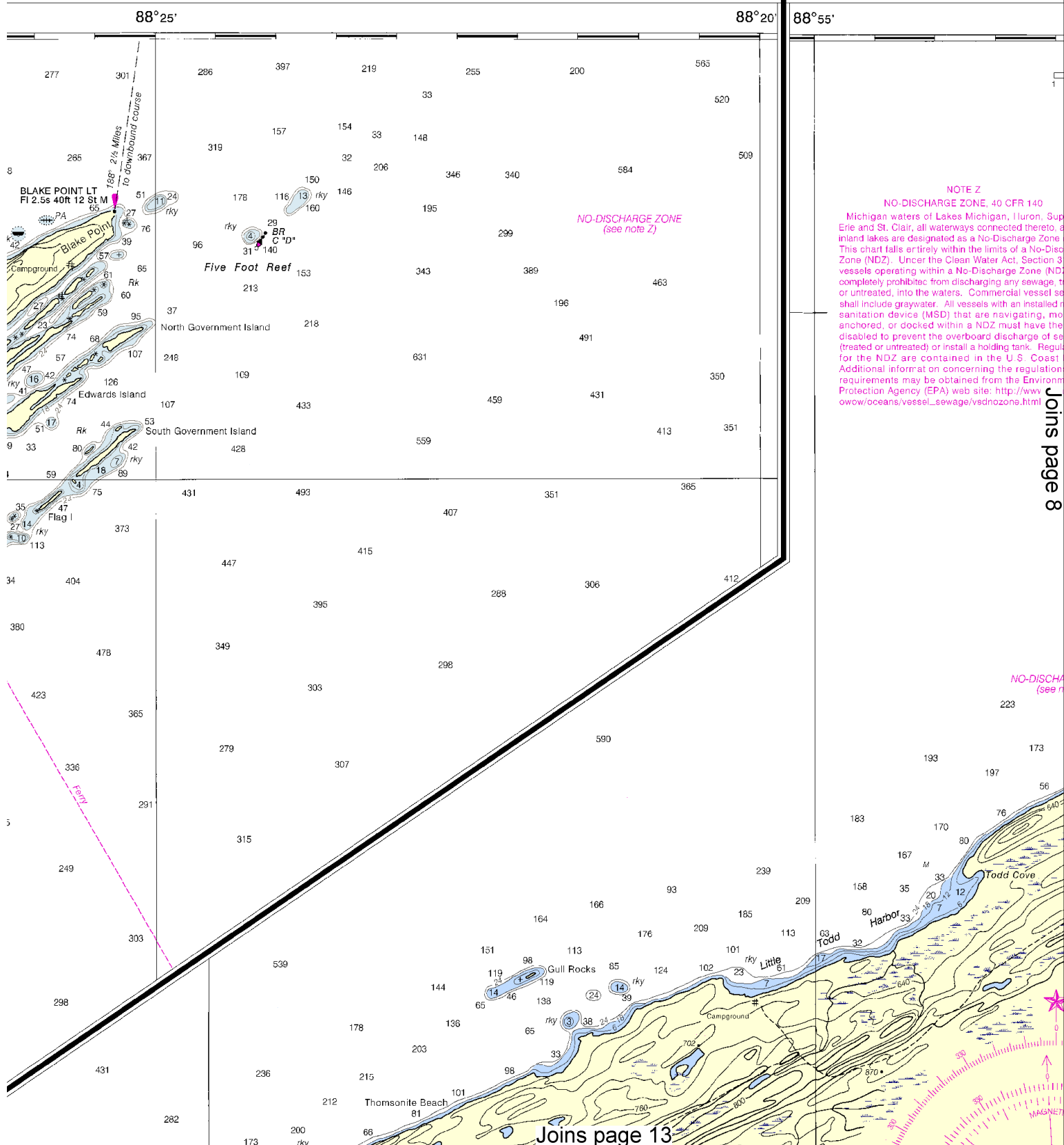
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Nautical Miles

See Note on page 5.

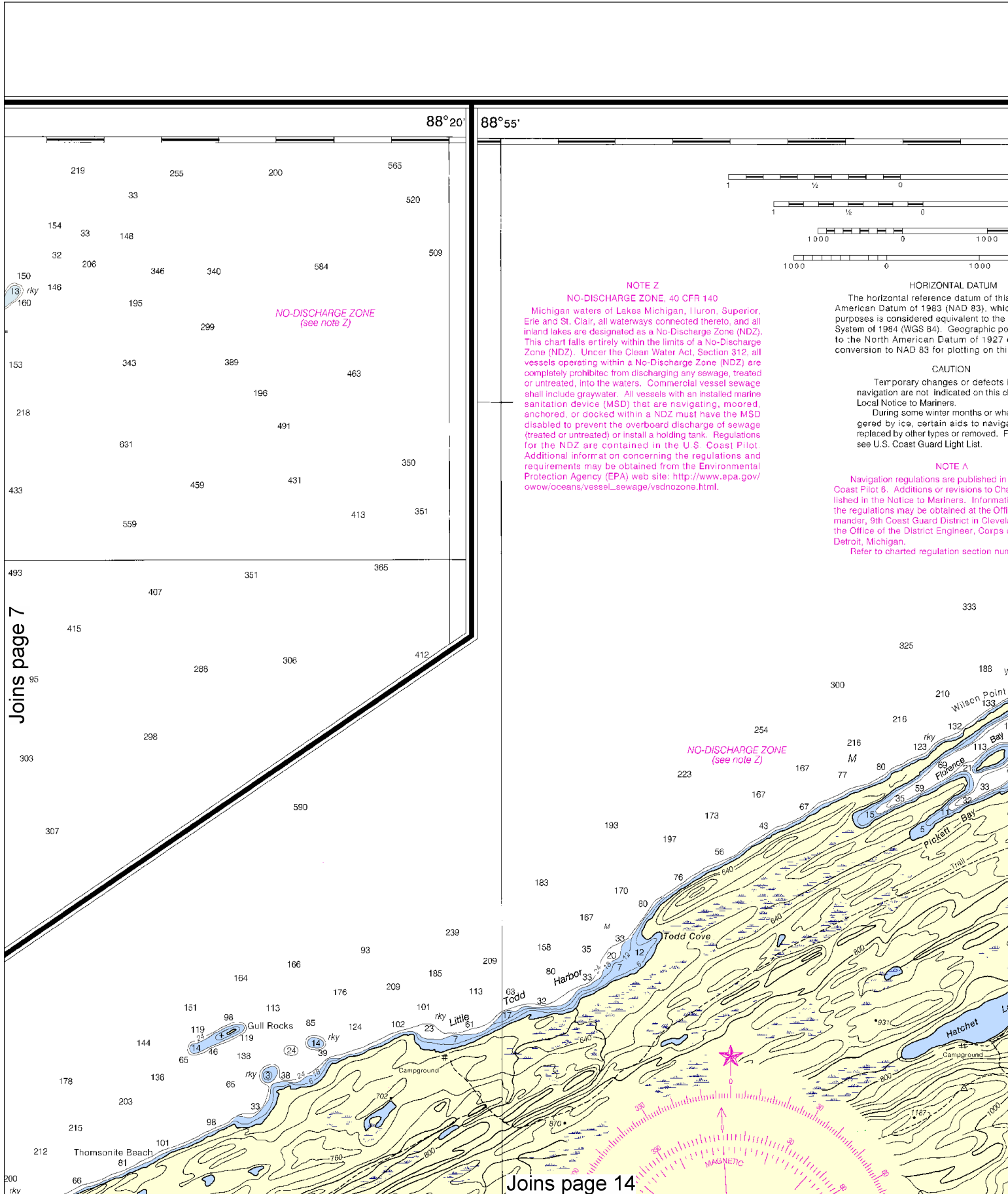








This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,  
 NGA Weekly Notice to Mariners: 0910 2/27/2010,  
 Canadian Coast Guard Notice to Mariners: 0110 1/29/2010.



Joins page 7

Joins page 14

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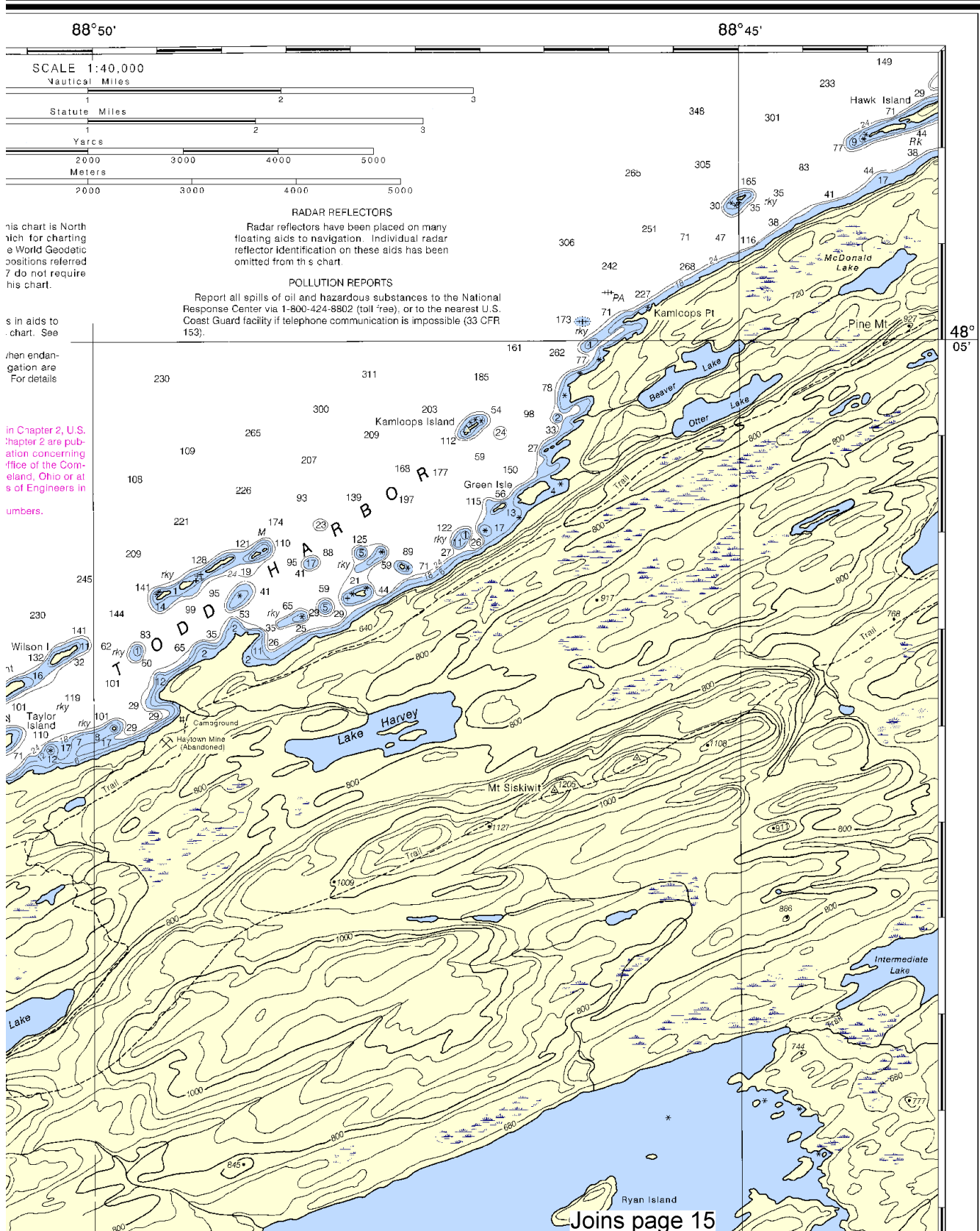
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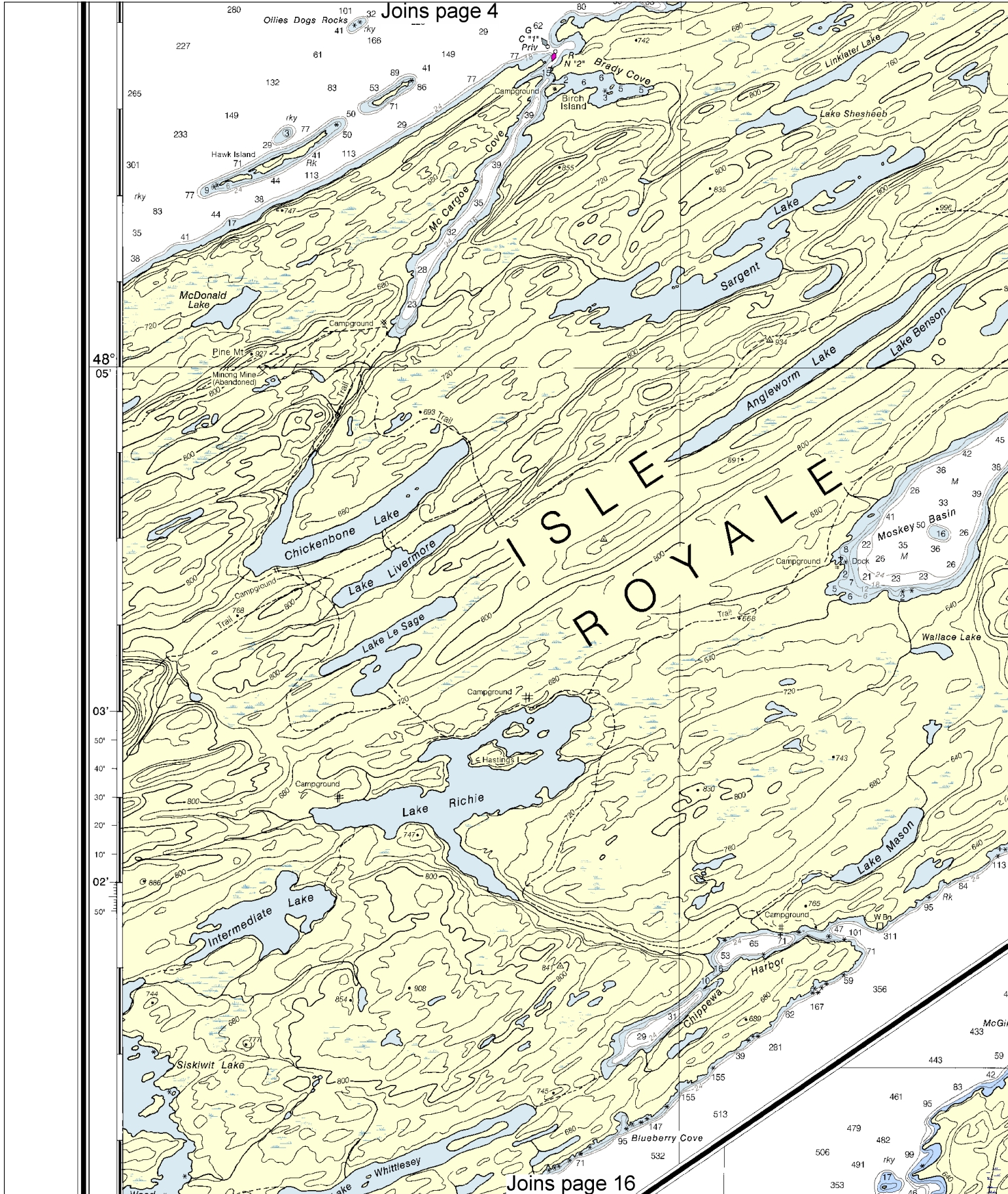
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See Note on page 5.



# SOUNDINGS IN FEET





10

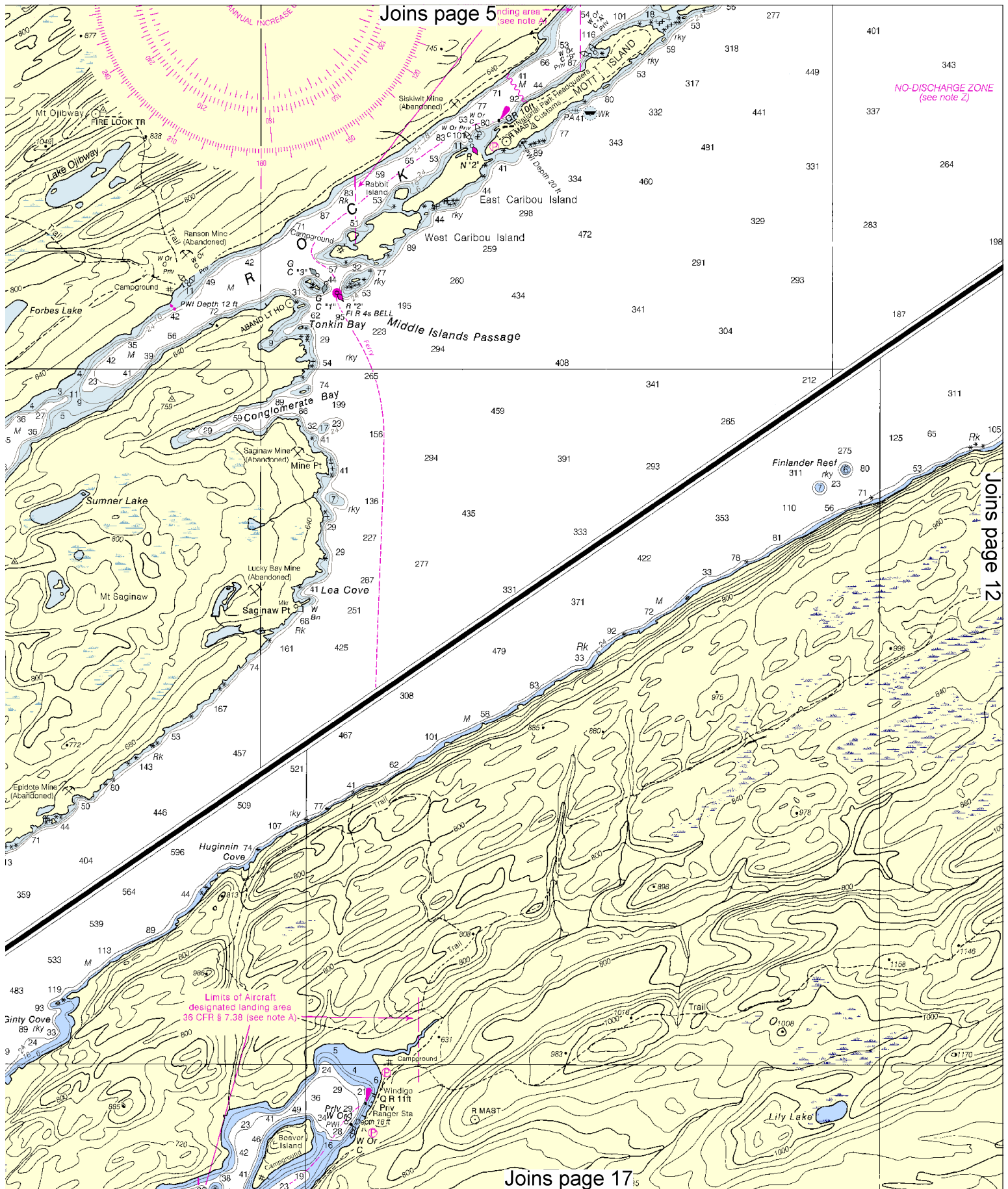


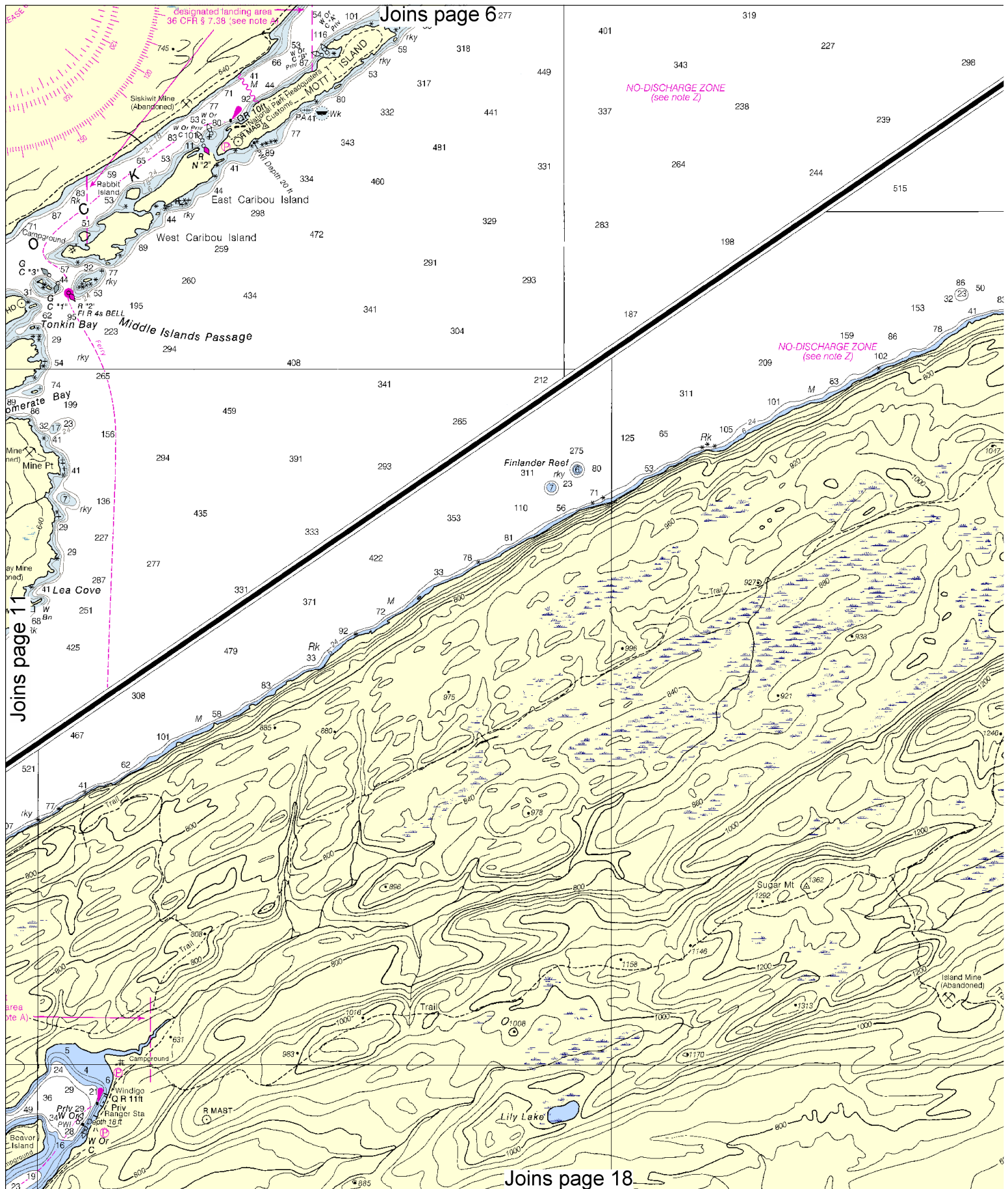
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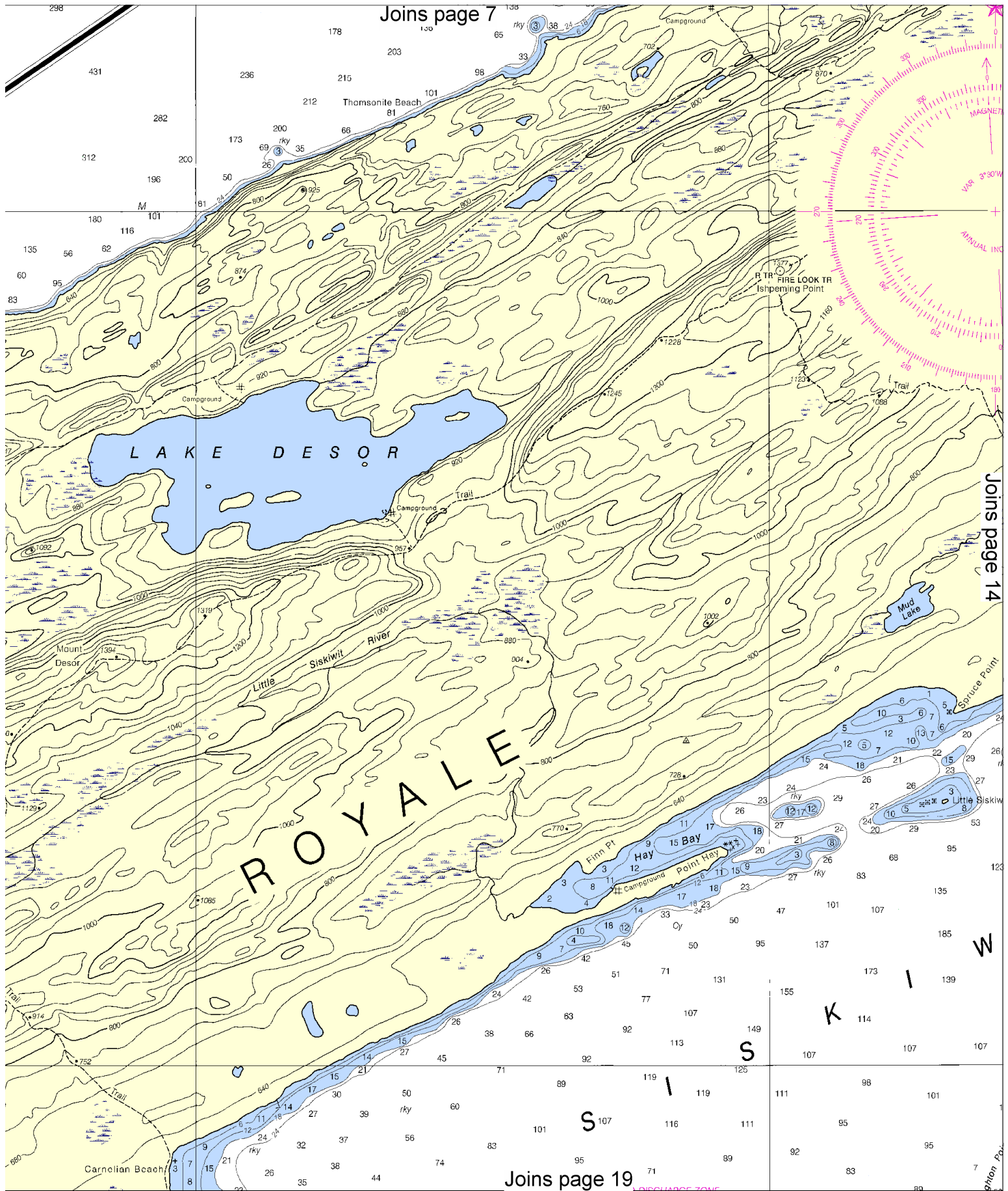
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Nautical Miles

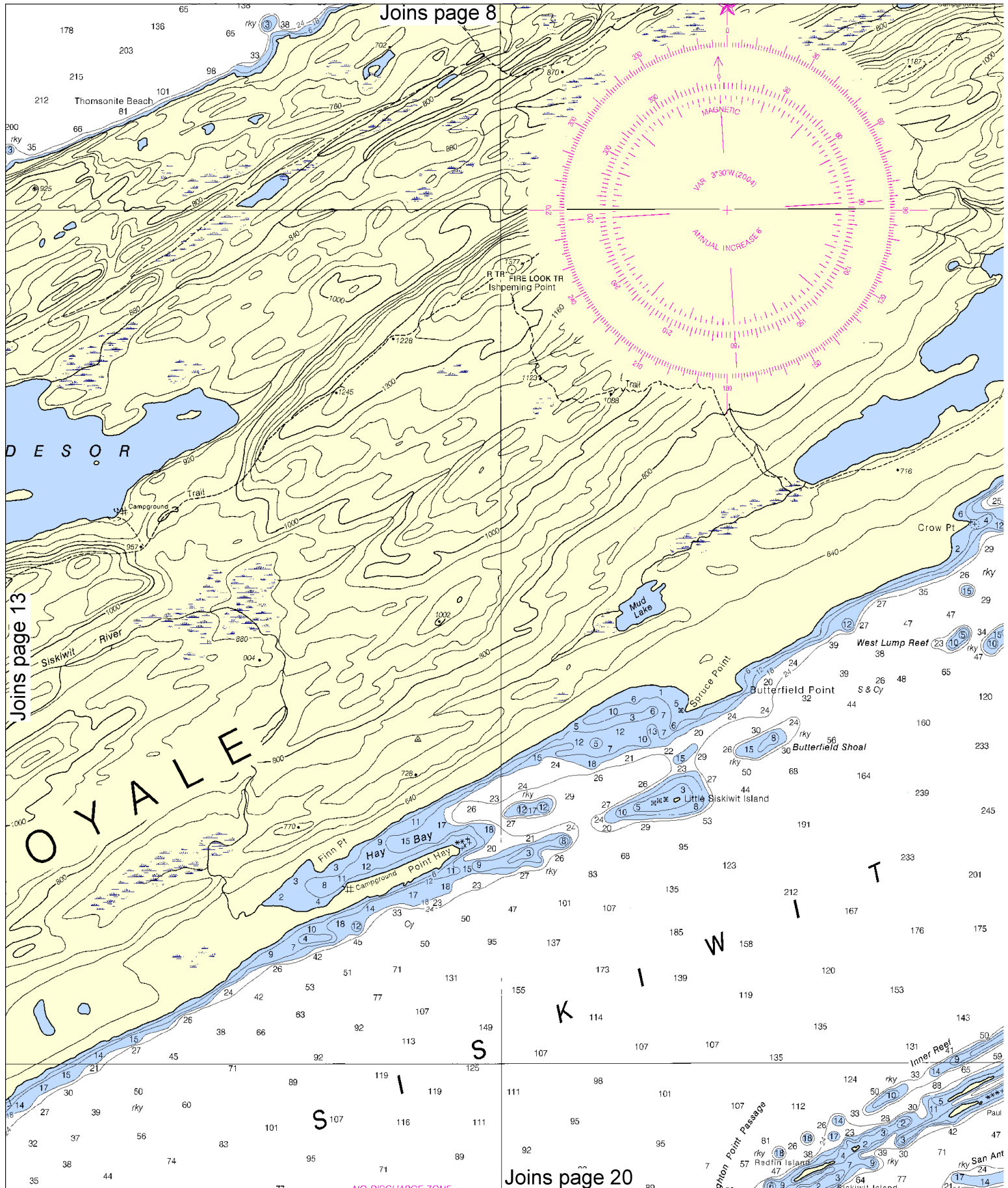
See Note on page 5.











14

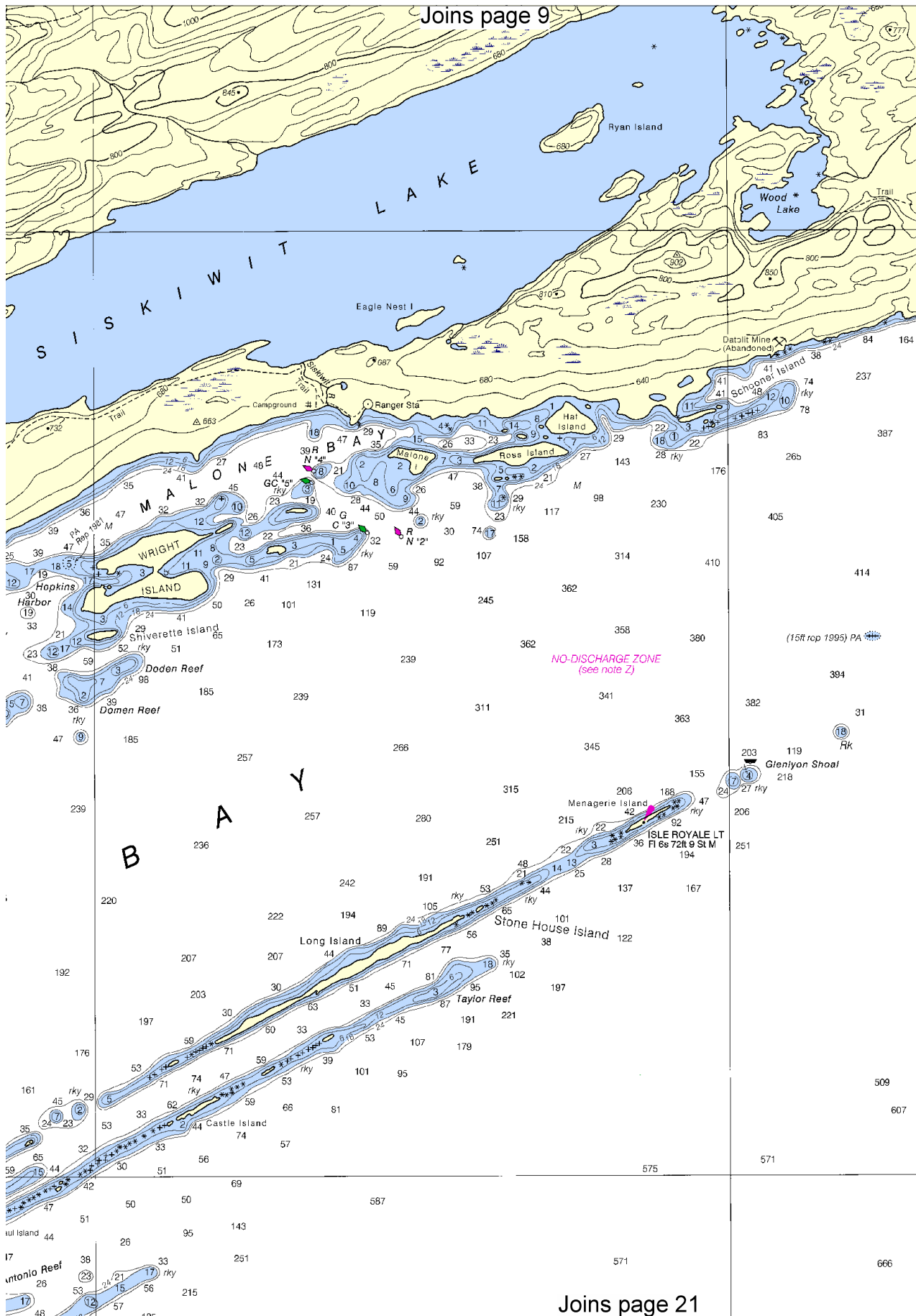


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SCALE 1:40,000  
Nautical Miles

See Note on page 5.





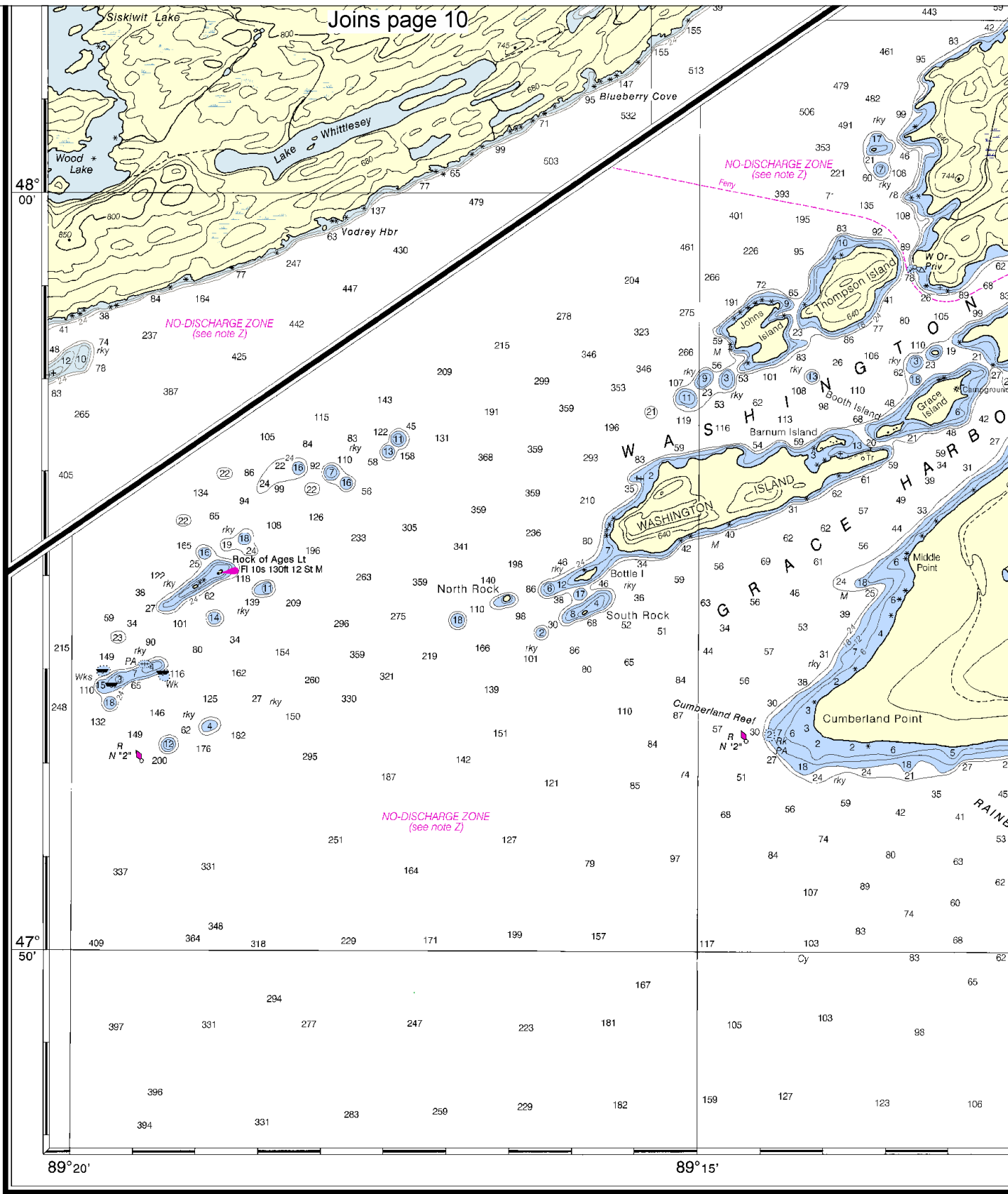
48° 00'

58'

57'

47° 55'

Joins page 21



18th Ed., Nov./04 ■ Corrected through NM Nov. 6/04  
Corrected through LNM Oct. 26/04

14976

CAUTION  
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This nautical chart has been designed to promote a  
Ocean Service encourages users to submit corrections,  
improving this chart to the Chief, Marine Chart Divisio  
Service, NOAA, Silver Spring, Maryland 20910-3282.

16

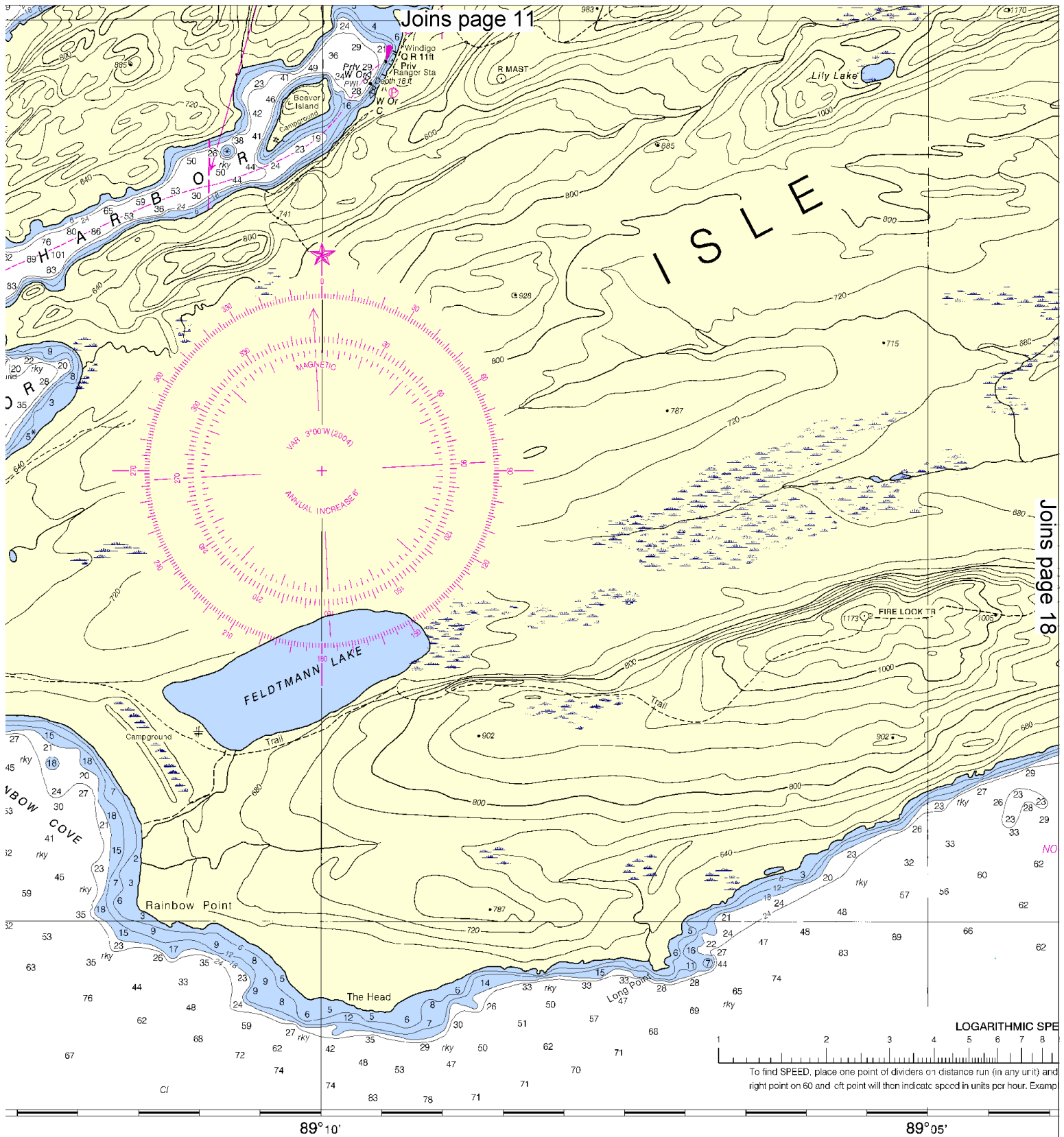


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SCALE 1:40,000  
Nautical Miles

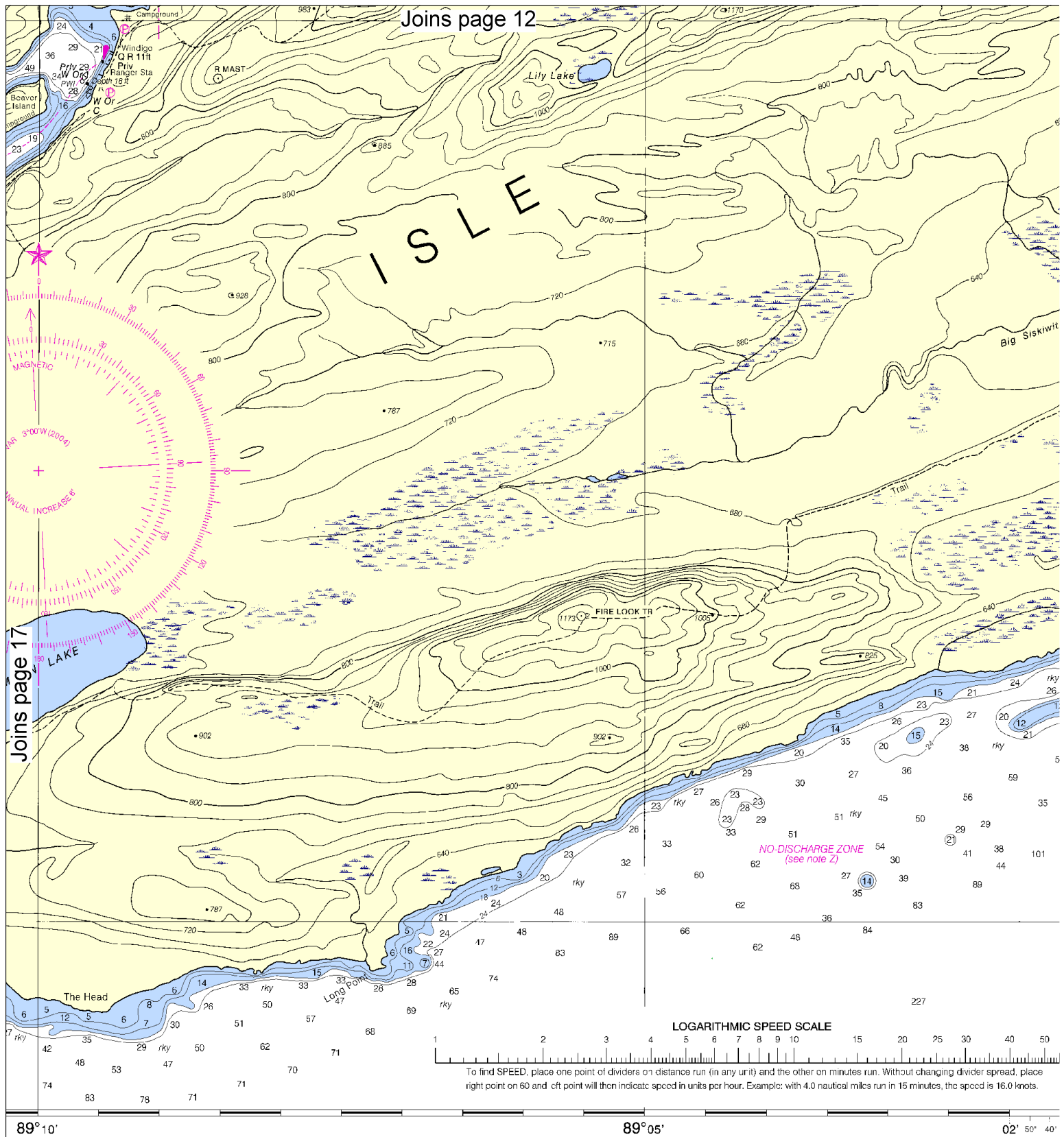
See Note on page 5.





For safe navigation. The National Ocean Service provides this information for informational purposes only. (N/CS2), National Ocean Service.

SOUNDINGS IN FEET



NDINGS IN FEET

Published at Washington,  
U.S. DEPARTMENT OF CO  
NATIONAL OCEANIC AND ATMOSPHERIC  
NATIONAL OCEAN SERV  
COAST SURVEY

18

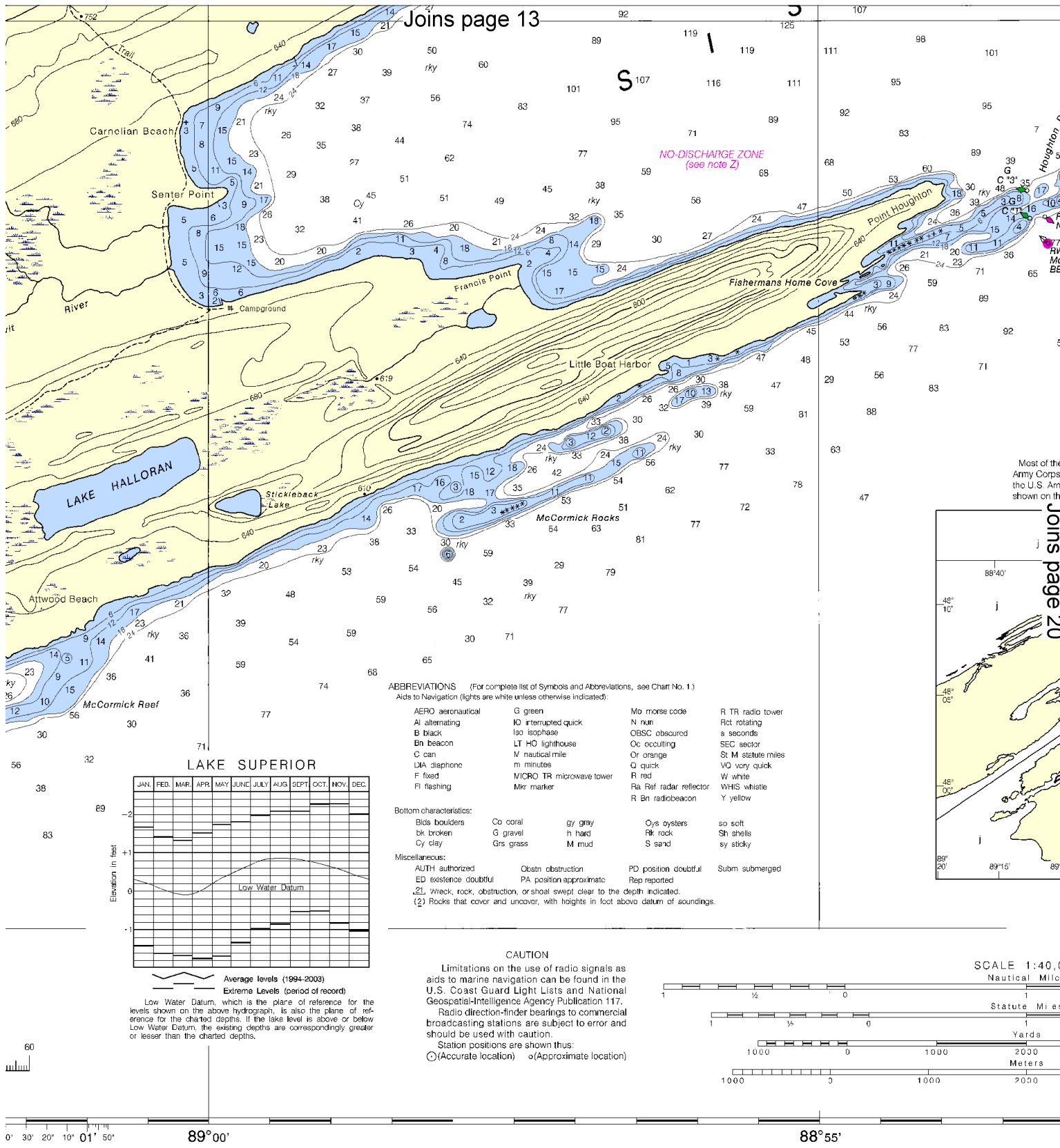


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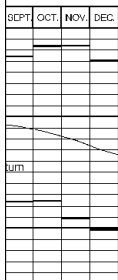
See Note on page 5.





1. D.C.  
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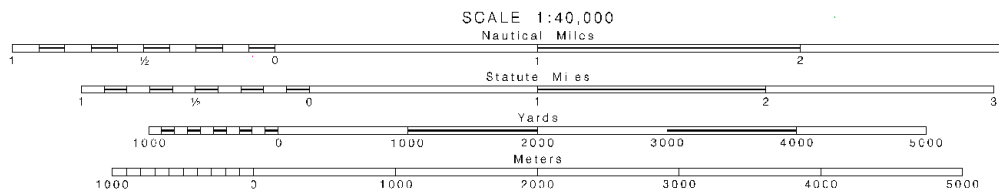


AERO aeronautical	G green	Mo mouse code	R TR radio tower
A alternating	IO interrupted quick	N num	Rct rotating
B black	ISO isophase	OBSC obscured	s seconds
Bn beacon	LT HC lighthouse	OC occulting	SEC sector
C can	M nautical mile	OR orange	St M statute miles
LMA diaphone	m minutes	Q quick	VO very quick
F fixed	MICRO TR microwave tower	R rad	W white
F flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow
Bottom characteristics:			
Blds boulders	Co coral	gy gray	Oys oysters
bk broken	G gravel	h hard	Rk rock
Cy clay	Grs grass	M mud	S sand
Miscellaneous:			
AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
① Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
② Rocks that cover and uncover, with heights in foot above datum of soundings.			

Station positions are shown thus:

○ (Accurate location)    ◐ (Approximate location)

period of record)  
of reference for the  
also the plane of ref-  
level is above or below  
correspondingly greater



88°55'

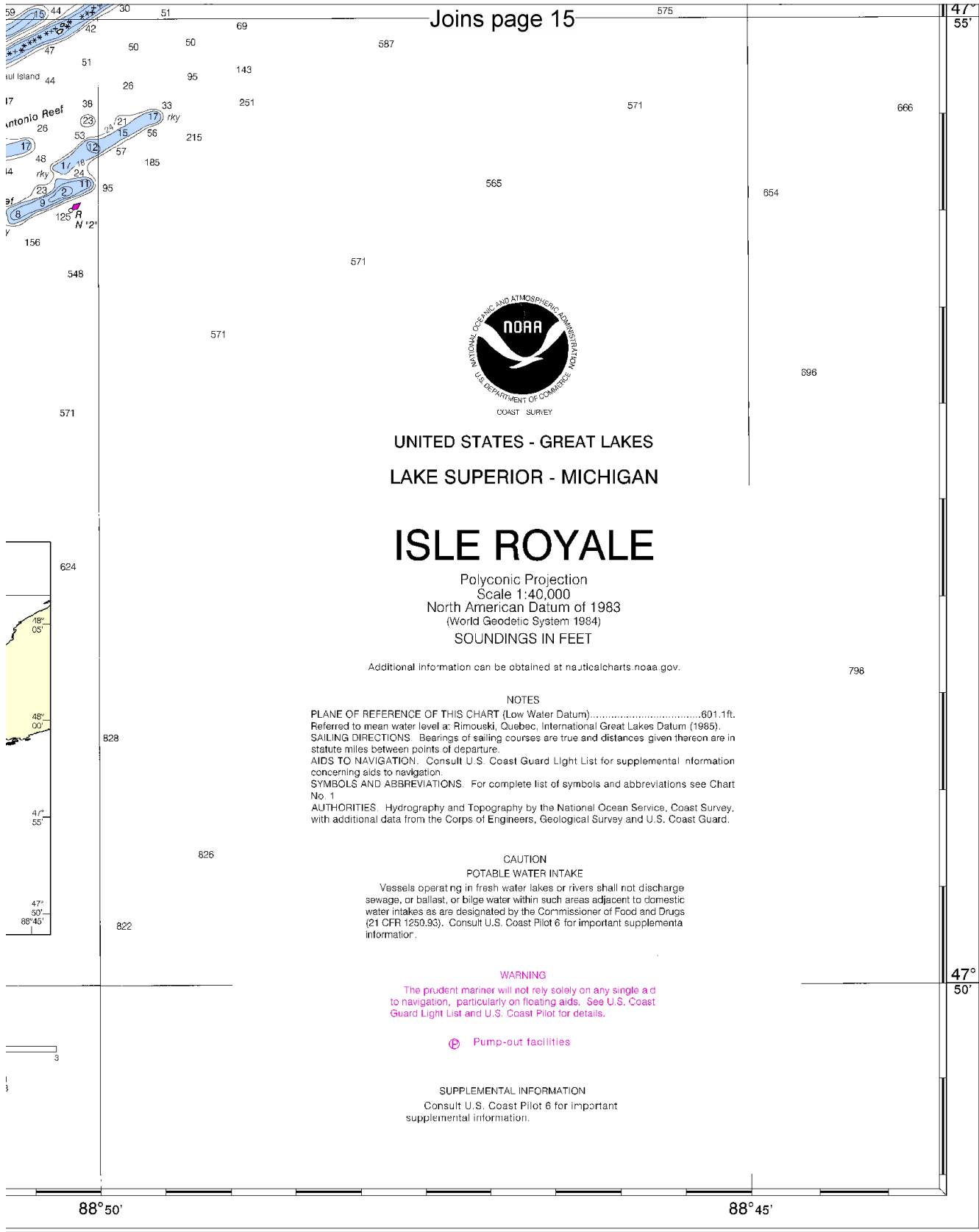
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**20**  **North**

~~SCALE 1:40,000~~  
Nautical Miles

See Note on page 5.





ED. NO. 18



NSN 7642014010717  
 NGA REFERENCE NO. 14XHA14976

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Isle Royale  
 SOUNDINGS IN FEET - SCALE 1:40,000

14976

## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Search & Rescue (RCC)** – 216-902-6117

**Coast Guard S & R (Sault Ste Marie)** – 906-635-3230

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).